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# Hongkong Daily Press.

ESTABLISHED 1857

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1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
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12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
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5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.00 p.m. to 8.45 p.m. ... Every 10 minutes.  
8.45 p.m. to 9.00 p.m. ... Every 10 minutes.  
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No anonymously signed communications that have already appeared in other papers will be inserted.  
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**The Daily Press.**

HONGKONG, OCTOBER 18TH, 1907.

There is no doubt room for considerable difference of opinion as to the advantages of Criminal Appeals. Upon accepted principles it would appear to be manifestly wrong that a similar right of appeal should not be allowed when a man's life or liberty is concerned, as is accorded when his property is in issue, in a civil case. This anomaly, however, is not so great as appears at first sight, for the reason that in civil cases the expense and delay are such, that, except where there is obvious reason for adopting that course, few litigants are disposed to run the risk that is involved. The experience of the working of a provision for appeal in criminal cases, for example in the United States, is certainly not encouraging. The delay and obstruction to the carrying out of justice which this right involves, have often been the subject of comment, and it would be a serious matter if the same state of things should be introduced in Great Britain. The amendment which was proposed by Lord ALVERSTONE and passed in the House of Lords, is obviously of salient importance, and with such a safeguard as is provided by making it essential that in all cases the leave of the Judge presiding at the trial shall be given before an appeal can be instituted, the danger of needless delay and obstruction is reduced to a minimum. An experienced Criminal Judge is very unlikely to be

mistaken as to whether any verdict may be properly appealed from, and the instincts of justice which characterise British Courts in all parts of the world, will make the Judges lean rather towards granting than refusing an appeal whenever any fair grounds are shown. Indeed if there is a danger in this respect, it lies in the direction of the Judges being rather too much disposed to grant leave than to refuse it. On the whole therefore, with this safeguard, there is not much room for objection to the right of appeal in criminal cases being accorded, though without such a proviso, it cannot be denied that the privilege is open to abuse, and we have seen illustrations of this in the United States, which might make prudent people hesitate as to the adoption of so radical a change in established procedure. It is to be noted that the grant of the right of appeal at home must have an important effect in the Colonies. In the different Crown Colonies the principle would not doubt be accepted at once; but it is a question whether all the Colonies having representative institutions may be disposed to accept so important a change. In some cases this will certainly not be done without considerable hesitation. There is of course one consideration which may facilitate coming to a decision. The right of appeal in criminal cases being recognised by the Imperial Government may be regarded rather as the removal of restrictions which before existed against the inherent right to appeal to the Crown, (which in theory is held to exist in all cases)—than as the grant of a new right—and in this way it would become almost obligatory upon even self governing colonies to accept the principle of the Home Act, and to provide adequate machinery for carrying it out. In an ordinary way a full Bench of the Supreme Court in any given colony would satisfy this requirement and additional expense need not be incurred. With respect to the argument that the existence of a right of appeal would be likely to impair the sense of responsibility of juries, it may be observed that experience does not justify this supposition. In civil cases tried before a Jury there are certain instances in which an appeal can be made on the facts—as for instance where damages awarded have been excessive—and this has not been found to make juries on the whole, in any way careless in estimating damages, though there have been some instances where they have gone astray. In an ordinary way a jurymen does not much trouble himself whether there may be an appeal or not. He has to decide the case before him according to the evidence and under the instructions of the Judge—and if he does this, he satisfied he has performed his duty, and does not concern himself very much as to what may follow. In deciding in criminal cases, the Jury go much upon the same principle; and there are few instances in which the fact that an appeal can be instituted would be likely in any way to influence them. The Jury are fully aware that their verdict, whether it is final or can be appealed from, will have at least great weight in the ultimate decision of the matter, and this is sufficient to make them anxious to arrive at a just conclusion. Of course where the whole matter at issue—that is the facts as well as the law—is brought before an Appeal Court, there might be a danger in a direction that has been pointed out, namely that the judges on appeal have not the advantage of having the witnesses before them; but this is so well recognised by all legal men, that there is very little ground to apprehend that skilled judges will not be careful on their guard in dealing with all facts where it would be desirable for them to have seen the witnesses. In such cases they are always disposed to accept the conclusion of the court which has had the advantage of seeing the witnesses, but hold themselves free to deal with the inferences that have been drawn from them. In many Colonies an appeal is allowed from Magistrate's decisions in criminal cases, and no difficulty has been found in practice in this respect.

The French Mail of the 17th September was delivered in London on the 16th instant. Yesterday's calendar at the Police Court was a very small one, and the Magistrates had disposed of the morning's cases before 10.30 a.m.

Mr. C. D. Melbourne yesterday sentenced a native to three months imprisonment at the Police Court for stealing two clocks and a quantity of clothing valued at \$450, the property of Mr. Babinton.

The American Consulate General received the telegram quoted below from the Manila Observatory at 10.55 a.m. yesterday: "October 17, 1907 at 8 a.m. Typhoon about North Yap has moved very slowly three days."

By special request the performance given at the Catholic Union on Saturday night was repeated yesterday afternoon, and attracted a large attendance who testified their approval of the excellent items on the programme in a no half-hearted manner.

The steamship *Patriarch*, belonging to the Ocean Steamship Company, of Liverpool, was on her way from Brisbane to London with a general cargo, when she went ashore on the rocky coast near Portland Bill during a dense fog. The rocks have pierced her bottom, and she is likely to become a wreck.

The *Moniteur de la Flotte* calls attention to an eloquent fact concerning the German navy. According to this authority, the numerical strength of its personnel has doubled in ten years. While in 1897 it numbered only 23,403, this year it numbers 48,931, and next year will exceed 50,000.

The Age states that Mr. Dakin, the Federal Premier, and Mr. Ewing, Minister of Defence, are communicating with the Admiral commanding the Australian Station in order to ascertain the extent to which the Admiralty would co-operate with the Commonwealth in building an Australian Fleet and also regarding the extent to which such an Australian Fleet would be expected to co-operate with the British Navy in wartime.

A busy time at the Supreme Court is looming ahead of the Puisse Judge. Yesterday his Honour remarked in court that all next week would be occupied with the *Adelaide* case, the balance of the sessions would have to be taken the following week, then there would be a habeas corpus case. In addition to this it is known that there are several appeals waiting for the return of the Chief Justice, so that there are not likely to be many slack days at the Supreme Court this year.

The *Japan Chronicle* records the death of the Lady Nakayama, mother of his Majesty the Emperor of Japan, which occurred on October 4th. Her ladyship, who has been ailing for some time past, suddenly sank into a dangerous condition that morning, and her Majesty the Empress was hastily summoned to the residence of Lady Nakayama at Minami-machi, Oiyama, the arrangements for her Majesty's journey being so speedily concluded that the usual escort was dispensed with. The late Lady Nakayama was 73 years of age.

Substantial Preference is given to Great Britain by the new Tariff Bill which has just passed through the House of Representatives of New Zealand. Sir J. G. Ward, the Premier, has informed me that in 185 new items a Preference has been granted to Great Britain over foreign countries. The Preference amounts to a reduction of from 10 to 20 per cent. in the duties paid by foreigners. Forty-eight items which were previously on the free list for all countries have been removed from that list, and made subject to duties. In connection with these also Great Britain has been granted a Preference. It is estimated that the total amount of duties levied against foreigners, calculated on the basis of last year's business, will amount to £117,000.

The report of the Committee of National Defence comes at a most unfortunate time for Russia's Exchequer, for the Committee estimates that no less a sum than £170,000,000 will have to be spent if Russia wishes to have a Navy strong enough to protect her interests. It has not been decided yet whether the projected warships are to be built entirely in Russian yards, or whether their construction will be distributed in part between the English and Italian shipbuilding yards. No mention has been made of giving any orders to German yards, except for a few submarines. Russia will follow the example of other Powers in that the new battleships and armoured cruisers are to be of the biggest possible displacement, so that they can be armed by numerous big guns, and thereby their fighting value will be increased.

At the final sitting of the Institute of Journalists' Conference at Scarborough a question of great public and professional interest, the dissemination of news in time of war, was considered on the motion of the new president, Mr. Alfred F. Robbins. The resolution, which was unanimously approved and supported by the retiring president, Sir Frederick Wilson, Sir Edward Russell, and Mr. Glover, chairman of the Newspaper Society, reaffirmed the declaration at the Dublin Conference of Journalists in regard to the introduction by the Government of a Bill for restricting the dissemination of news in war time, fully recognised the necessity of preventing the publication of news which might prove helpful to the enemy, but asked that no restriction should be placed on comment or criticism based upon facts which were common knowledge, and that any person convicted should have the right of appeal to the High Court.

At the Gaelic Mòd in Glasgow, the Rev. William M'Phail, minister of Kilbrandon, delivered the Gaelic oration. After referring in eloquent terms to the work already accomplished by the league, he urged on all who loved their native tongue, its music and lore, to rally round it and carry it forward to fresh victories. The Gael was ever brave and bold, and why should they not do battle for their language and literature? To be victorious they must draw on the best traditions of the Gaelic people. Their hope was in the rising generation, and they must not be satisfied till Gaelic was taught in every school in the Gaelic-speaking parishes in the Highlands. The children must be informed of the rich treasures bequeathed to them by their illustrious ancestors, and learn to treasure these with miserly care, and hand them down to future generations embellished by the genius and culture of modern civilisation.

The Trades and Labour Congress, in session at Winnipeg on Sept. 17th unanimously passed a resolution calling upon the Dominion Government to demand from Great Britain the abrogation, so far as Canada is concerned, of the Anglo-Japanese Treaty under which Japanese are allowed to enter the Dominion. The preamble of the resolution reads that if Asiatic immigration into British Columbia continues while labour will soon be supplanted in the mines, fisheries, and lumber camps, and the province will ultimately be lost to the Confederation. Letters from the Japanese immigration agent to an important colliery in British Columbia offering to supply Japanese labour to supplant the white workers were read, and caused great indignation. In the discussion which followed a strong feeling was expressed in favour of excluding all undesirable immigration.

Shanghai has released Hongkong shipping from quarantine, a belated telegram announcing the fact yesterday morning.

The Canadian Pacific Railway intends to erect at Fort William a million ton dock, six new freight sheds, a huge clearing elevator, and other necessary accommodation. This enterprise is part of its policy of building up a great shipping trade on the Lakes.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—

Zoroastrian Charity Fund ... \$10  
A. S. Watson & Co. ... 50  
Robinson & Co. ... 10

Though the Dowager Empress of China is vehemently opposed to many Western institutions, she has taken a great fancy to European cooking, and has set up a kitchen in the Palace on European lines, says the "Reader." A French chef has been imported, and the Empress often declines to touch any dish not cooked in the European fashion.

Dr. Asakawa, a Japanese professor, of Yale University, has created a sensation in Connecticut by eloping with Miss Dingwall, a young dressmaker of New Haven. The couple, successfully eluding their friends and relations, set out for Washington. Subsequently the professor and Miss Dingwall proceeded to the Japanese Embassy where they were married.

In addition to the proposed moves of regiments already officially notified, the Royal Indian Marine vessels *Hardinge* and *Northbrook* have been detailed to embark respectively the 2nd Battalion of the 79th Cameron Highlanders and 23rd Royal Welsh Fusiliers, at Pretoria and Agre, for China and Burma. Both battalions will leave Calcutta and Durban about the middle of December, and on arrival at their destinations, as arranged at present, the Highlanders will be stationed at Tientsin, and the Fusiliers at Shwebi.

The Vancouver Asiatic exclusion scheme states that the Dominion Government will be allowed a reasonable period to pass a relieving measure in respect of Asiatic immigration, and that then the league will adopt drastic measures. A special meeting will be called to arrange another parade to test the action of the authorities. Branches of the league are being formed in the principal cities along the coast. An international convention of exclusionists will be held in Vancouver in October. The Japanese bill for damages in the riots, amounting to £1,500, has been sent to Ottawa.

"Die Sport Welt" (Berlin) publishes a telegram from Vienna saying that Baron Szemere has bought Silver Gallion for 340,000 kronen (roughly £15000), under the condition that the horse be passed sound by a veterinary surgeon. The "Allgemeine Sport Zeitung" (Vienna), in making a similar announcement, adds that the colt is to remain for the present in training in England, and is to run if possible during next year as well as this, and that he is to be trained by J. Suttars at Newmarket. Should it be found necessary to take him out of training, he will probably be sent to the Kieber Stud as a stallion.

The papers report that the chambers of commerce of the German coast towns have been requested by the authorities to state whether they consider it expedient to conclude an agreement with Great Britain similar to that which is in force between Great Britain and Denmark, to enable German seamen to pay in their savings to the British authorities for transmission to the German Consul in London, who would forward the money to Germany. British sailors in German ports would also be able to lodge their savings with the German mercantile marine officials, who would hand the money to the local British Consul for dispatch to its ultimate destination. Many of the chambers have already declared themselves in favour of the scheme, and the papers add that it may be expected that negotiations for the conclusion of an agreement will shortly be opened.

Among the numerous items on the agenda of the Associated Chambers of Commerce at their autumnal meeting at Liverpool were a series of resolutions in reference to the appointment of a Minister of Commerce. Sir William Holland stated that he had Mr. Bonar Law had discussed the matter with the Prime Minister, and he thought they made an impression upon him, and that something might be done later. The meeting passed a resolution requesting the Government "to bring in at an early date, as foreshadowed in the King's Speech in 1905, a measure for the conversion of the Board of Trade into a Ministry of Commerce on modern and representative lines." Resolutions were passed in favour of settling commercial disputes by arbitration, of penny postage with France, and of protest against increased railway rates.

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The fire bell rang out yesterday evening about seven o'clock and when the brigade proceeded to the spot it was found that the matchbox at Queen's Statue wharf had caught fire. The fire burnt itself out without any danger of the flames being carried elsewhere. Only the framework is left.

## THE BANDMANN OPERA COMPANY.

The Bandmann Opera Company have made a welcome return to the colony with a fairly large repertoire which includes many of the latest London successes and as the combination is as strong as it ever was its reputation is not likely to suffer by the present series of performances which are up to the standard so thoroughly appreciated by Hongkong audiences. Last night "The Orolid" was produced before a good audience. It went with a delightful swing the choruses, solos and duets being well taken. Mr. Cole was as usual the principal character on the stage, and his fancies had a capital setting. The French girl and the Lady Secretary were well represented, and the other parts were ably filled. The performance was most enjoyable.

## SUPREME COURT.

Thursday, October 17th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

ANOTHER PARTNERSHIP DISPUTE.  
The trial of an issue to decide whether Li Ling Shi was a partner in the Yek Loong Wo Koo Bank was set down for hearing. The other partner in the bank was said to be Li Pak who is in prison. Mr. R. F. C. Master appeared for the plaintiff, Li Chuk Ping, and Mr. G. K. Hall Druton appeared for Li Ling Shi.

Mr. Master asked for an adjournment. He understood that Li Pak would be in court but as he was not present he (Mr. Master) would need to ask for a habeas corpus.

After discussion, his Honour consented.

## HONGKONG CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held at the Club House last evening when Dr. F. Clark (Commodore) presided over a large attendance of members.

The CHAIRMAN stated that when they met twelve months ago the committee laid before members a statement to the effect that the assets amounted to \$86.57, and the liabilities incurred principally in connection with the terrible typhoon of September 18th, amounted to at least \$600. That was to say that damage to that extent was done to the Club's property in the typhoon. As a result of that condition of affairs he advised that the subscription should be increased from \$5 to \$10 a year, and to the best of his recollections members were unanimous in adopting that recommendation. There was some feeling at the time that possibly a few members might leave in consequence of the increased subscription, but it was obvious they had to make some effort to meet the liabilities. The result of that action was that twelve months ago they had 125 members, and at present they had 239 (applause). That was to say there was an increase of 94 members, or in other words the membership had almost, but not quite doubled itself. From the balance sheet members would see that whereas they were in debt last year, this year they had a balance of \$132.27. They had then a balance in hand, but they had spent the comparatively large sum of \$1467.43 on the building and landing. They had built a retaining wall at considerable expense which would stand any ordinary blow, although it might not possibly withstand a heavy typhoon. The Club had been able to give \$424 in prizes during the year, and that was entirely apart from the considerable number of prizes given by members and friends. They had paid, as they were bound to do, interest on debentures, and had redeemed three debentures belonging to former members who had left the Colony for good. As the secretary had given a very complete account of the year's work, he did not think it necessary to give an account of the prize winners, and concluded by moving the adoption of the balance sheet, remarking that he would be pleased to answer any questions members might wish to ask.

Mr. D. TEMPLETON seconded the motion, and in doing so threw out the suggestion that in the next balance sheet the treasurer and committee should show the debenture account.

The COMMODORE thought all members knew that the debentures stood at \$1500, and as they had repaid \$75 their liability was still \$1425. He quite agreed that the debenture account should be shown in the annual statement, and next year they should show the Club's assets.

Mr. THORNE—Has any allowance been made for outstanding vouchers and coupons?

Mr. McKINLEY stated that the production before members was not intended as a balance sheet, and it was headed working account. In reply to a former speaker he suggested that the books be arranged so that the liabilities and assets could be shown. He had carried on the books in the way the former man started them. The election of officers was then proceeded with, and resulted as follows:—Commodore, Dr. Francis Clark; Vice-Commodore, Mr. E. M. Hazeland; Secretary, Mr. Lewis Guy; Treasurer, Mr. A. McKirdy; Official Measurer, Mr. W. A. Crake; Deputy Measurers, Messrs. E. F. Gibson and C. Cooke; Committee, Messrs. J. Hand, M. McIver, J. McCorquodale and D. Templeton.

The suggestion that a special Club boat should be kept at the Club house is to be considered, while the appointment of a sub-committee to supervise motor boats was left in the hands of the general committee.

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## TELEGRAMS.

[REUTER'S SERVICE.]

## BRITISH NAVAL MANOEUVRES.

LONDON, October 15th.

The Channel and the Home fleets, together with the Cruiser Squadron mustered yesterday to commence a fortnight's secret manoeuvres in the North Sea, under the direction of Admiral Lord Berosford.

## THE HEALTH OF THE EMPEROR OF AUSTRIA.

LONDON, October 15th.

Vienna is agitated by the conflicting reports of the Emperor's health, in spite of the semi-official announcement yesterday evening of a distinct turn for the better.

## THE CESAREWITCH.

LONDON, October 15th.

The latest betting on the Cesarewitch is 3/1 against Baillings, 6/1 Damurs, 8/1 Royal Dream, 9/1 Madame Desoubise, 10/1 Wuffy, 100/7 Outback, 100/6 The White Knight.

## A TRAMCAR WRECKED.

LONDON, October 15th.

A workmen's tramcar was wrecked at Halifax yesterday morning owing to the failure of the brakes while descending a steep hill. Six passengers were killed and thirty-one seriously injured.

## AMERICAN STOCKS.

LONDON, October 15th.

A syndicate of powerful Wall Street bankers has been formed to support American stocks against the persistent slump which has been exceptionally acute during the last few days.

## JAPANESE IN SAN FRANCISCO.

LONDON, October 16th.

Ten Japanese have been injured in an attack by drunken whites on a laundry in San Francisco. The police dispersed the rioters.

## THE CHINESE FESTIVAL AT MACAO.

Our Macao correspondent writes that the greatest animation prevails at Macao in preparation for the great festival on Sunday, Monday and Tuesday next. Crowds of Chinese have already come in from the surrounding districts. The procession promises to be an unusually interesting one. Indeed it is stated that nothing to equal it has been organised in Macao for many years, and the same is said of the arrangements for the show which will be given in a finely built matchbox at Tai-chin in Chinatown. The procession will traverse the Praya Grande each day between two and three o'clock. His Excellency the Governor of Macao has manifested a keen interest in the organisation of the festival and has given practical proof of his goodwill by waiving the charges payable to the Government in respect of the matches erected for the show, and also the tax on the sale of tickets.

The Ho kiong, Canton and Masso Steamboat Company are running special excursions. Messrs. Barretto & Co. as agents of the French Company, advertise special excursions by the *Paul Beau* and *Charles Hardouin*. The Cheong On Steamboat Co. advertise special trips by their steamer *San Cheung*.

## MEDALS FOR RESEARCH IN TROPICAL MEDICINE.

The Mary Kingsley medal, instituted by the Liverpool School of Tropical Medicine to commemorate Miss Mary Kingsley, the African traveller, who died in 1900, has been presented to the following for distinction in work of special research into tropical medicine:—

1. Colonel David Bruce, F.R.S. C.B., Royal Army Medical Corps, who in 1897 discovered the cause of Malta fever, and proved that that malady was produced by the milk of infected goats.
2. Professor Dr. Robert Koch, Nobel Laureate, who ascertained the cause of cholera, and who has contributed much to the knowledge of tropical diseases, especially the discovery of the frequency of malarial infection in children.
3. Dr. A. Laveran, Pasteur Institute, and D. So., University of Liverpool, who in 1880 made the great discovery that malarial fever is caused by parasites in blood.
4. Sir Patrick Manson, F.R.S., K.C.M.G., London School of Tropical Medicine, who in 1878 discovered that one of the parasites of man belonging to the group of *Flaria* is carried by a kind of mosquito.
5. Dr. Basile Danilewsky, Professor of Physiology, University of Kharkoff, who discovered numerous parasites of blood in a large number of animals shortly after Laveran's discovery was made.
6. Dr. Charles Finlay, chief sanitary officer of Cuba, who in 1880 originated the theory that yellow fever is carried by mosquitoes.
7. Dr. Camillo Golgi, Professor of Pathology, University of Pavia, who in 1887 made a complete study of the life cycle of parasites of malaria.
8. Colonel W. C. Gorgas, United States Army, who as chief sanitary officer of Havana gave practical effect in 1902 to the discoveries of Finlay and of the American commission in connection with yellow fever, and succeeded in banishing the disease from the city.
9. Waldemar Mordecai W. Haffkine, who in 1893 discovered a method of inoculating against cholera in India.
10. Dr. Arthur Loeb, Professor of Physiology, School of Medicine, Cairo, in connection with parasitology.
11. Dr. Theobald Smith, Professor of Parasitology, Harvard University, who in 1892 discovered a new kind of blood in the so-called Texas cattle-fever.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

**NO. 5, ORMSBY TERRACE, Kowloon**  
Apply to—  
**SPANISH PROCURATION**  
Hongkong, 18th October, 1907. 1677

## S. S. "SAN CHEUNG."

## TO SPECIAL TRIPS

**MACAO AND BACK**  
On 20th, 21st, 22nd and 23rd October, during the CHINESE GRAND PROCESSIONS.  
On 20th, 21st and 22nd:  
Leaving our Wharf, Hongkong 8 A.M.  
Leaving our Wharf, Macao 6.30 P.M.  
On the 23rd inst.:  
Leaving our Wharf, Hongkong 8 A.M.  
Leaving our Wharf, Macao for Hongkong 9 P.M.

**CHEUNG ON STEAMBOAT CO., LD.**  
222, Des Voeux Road Central.  
Hongkong, 18th October, 1907. 1678

## THE P. &amp; O. S. N. Co.'s Steamer

**"ARCADIA."**  
Captain A. L. Valentini, will leave for Shanghai, T. O. DAY, the 18th inst., at Noon. For Freight or Passage, apply to—  
M. A. HEWETT, Superintendent.  
Hongkong, 17th Oct. 1907. 1

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

## THE Company's Steamship

**"HITACHI MARU,"**  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of plate cutlery, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.  
Goods not cleared by the 24th inst., will be subject to rent.  
No Fire Insurance will be effected.  
All ship-damaged packages must be left in the Godown and Notice of same sent to this Office before the 27th inst., or Claims in connection therewith will not be recognised.  
**NIPPON YUSEN KAISHA.**  
Hongkong, 18th October, 1907. 1679

## WANTED.

**A Properly Qualified ACCOUNTANT,** speaking and writing French, can probably secure a permanent position in Indo-China with responsible Mercantile House.  
Apply by letter in own handwriting to—  
"A.B.C."  
Care of "Daily Press" Office.  
Hongkong, 17th October, 1907. 1671

## WANTED.

**BY A WINE AND SPIRITS FIRM** a **BUREAU SALESMAN.** Must be sober, energetic and persevering.  
Apply by letter to "WINE"  
Care of "Daily Press" Office.  
Hongkong, 12th October, 1907. 1655

## HONGKONG JOCKEY CLUB.

**THE ORDINARY HALY-YEARLY MEETING** will be held at the JOCKEY CLUB OFFICE (Hongkong Club Annex), TO-MORROW (SATURDAY), 19th October, at 12.30 P.M.  
Hongkong, 8th October, 1907. 1635

## THE NORTH CHINA INSURANCE COMPANY, LIMITED.

**ON** and after TO-DAY, the 16th instant **MR. EDWARD LEO KRAUSS** will act as AGENT of the Company at this Branch. By Order of the Court of Directors,  
**H. G. SIMMS,** Agent.  
Hongkong, 16th October, 1907. 1665

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

**THE TWENTY-SIXTH ORDINARY MEETING** of Shareholders will be held at the Office of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.  
The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.  
**JARDINE, MATHESON & CO., LD.,** General Agents, Canton Insurance Office, Limited.  
Hongkong, 5th October, 1907. 1623

## NEW CARTRIDGES.

**BY** Popular English Manufacturers. In all Bore and Sizes. **SMOKELESS POWDER** and **CHILLED SHOT.** From 10 to 888G. at 80, 87 and 87.50 per 100. **SPORTING REQUISITES** and **AIR GUNS** in Variety.  
Inspection Invited.  
**WM. SCHMIDT & CO.,** Hongkong, 26th October, 1906. 1689

## NOTICE TO KOWLOON RESIDENTS

**EXTRA COPIES** of Daily Press are on sale daily at the **KOWLOON BOOK-STORE, No. 36, ELGIN ROAD** and **MR. AH FAU'S FERRY WHARF STALL.**  
Hongkong, 22nd December, 1903.

## NEW ADVERTISEMENT

## PUBLIC AUCTION.

## FROM THE INTERIOR OF CHINA.

## A RARE AND VALUABLE COLLECTION OF GENUINE OLD CHINESE PORCELAIN,

in all Colours and Shapes, comprising Specimens from the TA MING, KANG HI, YUNG CHING, K'ING LOONG and Other Periods.  
**RARE JADES, CRYSTALS, AMETHYSTS, AGATES, BRONZES, EMERALDS, &c.**

Will be offered by the Under-signd as PUBLIC AUCTION.

## ON THURSDAY AND FRIDAY.

the 24th and 25th October, 1907, commencing each day at 11 A.M., at the CITY HALL. At the same time a UNIQUE SELECTION of FINELY CARVED IVORIES by well known Artists will also be offered for Sale.  
On View from MONDAY, the 21st October, 1907.  
Catalogues will be issued.  
TERMS:—As usual.  
Hongkong, 18th October, 1907. **GEO. P. LAMBERT,** Auctioneer. 1678

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 19th October, 1907, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voeux Road, (Corner of Ice House Street),  
**A LARGE ASSORTMENT OF JAPANESE CURIOS,** comprising:  
**IVORY CARVINGS, SILK EMBROIDERED HAND BAGS and MONEY PURSES, KUDZU VASES and BOWLS, KENKOSAN SATSUMA VASES and INCENSE BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, KAGA TEA SETS, &c., &c.**  
Catalogues will be issued.  
TERMS:—As usual.

**HUGHES & HOUGH,** Auctioneers.  
Hongkong, 17th October 1907. 1674

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 22nd October, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, 100 Dozens **SLAZINGER 1907 CHAMPIONSHIP TENNIS BALLS,** 44 **DOHERTY** and 15 **HAMSAY RACQUETS.**  
TERMS:—As Usual.  
**HUGHES & HOUGH,** Auctioneers.  
Hongkong, 15th October, 1907. 1660

## HUGHES &amp; HOUGH.

## AUCTIONEERS.

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**HUGHES & HOUGH,** Auctioneers.  
Hongkong, 15th October, 1907. 1660

## HUGHES &amp; HOUGH.

## AUCTIONEERS.

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON TUESDAY, the 22nd October, 1907, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road, Corner of Ice House Street, 100 Dozens **SLAZINGER 1907 CHAMPIONSHIP TENNIS BALLS,** 44 **DOHERTY** and 15 **HAMSAY RACQUETS.**  
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## HUGHES &amp; HOUGH.

## AUCTIONEERS.

## PUBLIC AUCTION.

## INTIMATIONS

## SANITARY BOARD OFFICE,

## Hongkong.

## TO THE OWNERS OF DOMESTIC BUILDINGS.

## TAKE NOTICE

## THAT under No. 5 of the DOMESTIC CLEANLINESS and every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of September and October.

## N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircases, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

## The backyard should have its containing walls lime-washed up to the level of the first floor.

## Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

## The Central Division of the City lies between Ginn Street and Post Street on the East and Tank Lane and Cleverly Street on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yamat service Reservoir to the Northern boundary of Kowloon.

## G. A. WOODCOCK, Secretary.

## Dated this 1st day of October, 1907. 1617

## THE SHANGHAI CLUB.

## Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES).

## THE COMMITTEE OF THE SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest from date of issue at Six per cent. per annum payable half yearly on the 30th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

## The Security will consist of a first charge on the land belonging to the Club containing an area of about Three and a half acres and the Club buildings and it is intended that DEBENTURES shall be secured by means of a Trust deed by which the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

## Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100 to suit convenience of applicants.

## By Order of the Committee.

## G. J. CLUSE, Secretary.

## Shanghai Club, 1305

## Hongkong, 6th August, 1907.

## NIGHT STEAMER TO CANTON.

## S.S. SAN CHEUNG.

## New Twin Screw Steamer, Capt. J. McGINTRY, Leave Hongkong for Canton at 9 P.M. on MONDAY, WEDNESDAY AND FRIDAY.

## Leave Canton for Hongkong at 5.30 P.M. on TUESDAY, THURSDAY &amp; SATURDAY.

## First Class . . . \$3 single passage

## Meals . . . \$1 each.

## Also

## SPECIAL EXCURSIONS TO MACAO on every SUNDAY

## Leaving Hongkong at 9 A.M.

## Returning from Macao at 6.30 P.M.

## First Class \$1.50 single passage

## 2nd . . . 80 "

## 3rd . . . 40 "

## Meals \$1 each.

## Servants' passages must be paid for.

## CHEUNG ON STEAMBOAT CO., LD., No. 223, Des Voeux Road Central.

## Hongkong, 18th September, 1907. 1527

## COLD STORAGE.

## THE HONGKONG ICE COMPANY, LTD., has now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

## WM. FARLANE, Manager.

## Hongkong, 18th November, 1901. 47

## ON SALE.

## THE FIFTY YEARS

## ANGLO-CHINESE CALENDAR

## 日曆英中年十五

## FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWONG SU.

## PRICE \$2 CASH.

## On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

## The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

## Hongkong, 3rd October, 1906. 1341

## BOARD AND RESIDENCE

## PRIVATE BOARD AND RESIDENCE

## MRS. GILLANDERS

## "CLAREMONT,"

## 2 &amp; 4, KENNEDY ROAD, Hongkong, 9th February, 1907. 1630

## FIRST-CLASS BOARD &amp; RESIDENCE

## "BRAESIDE,"

## A LARGE AND COMMODIOUS

## RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

## Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen," 143

## Hongkong, 27th June, 1905. 143

## TO LET

## TO BE LET.

## A from the 1st August next, No. 5, MORRISON HILL.

## Apply to—Messrs. JARDINE, MATHESON &amp; Co., Ltd.

## Hongkong, 1st July, 1907. 1151

## TO LET.

## "STONHEVED" 35, Robinson Road.

## No. 52, CAINE ROAD.

## Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

## Apply to—SAM WANG CO., LTD., 81, Queen's Road Central.

## Hongkong, 22nd July, 1907. 1103

## TO LET.

## FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

## Apply to—HEWAN &amp; CO., Care of China Merchants S. N. Co.

## Hongkong, 1st October, 1907. 1590

## TO LET.

## "HATHERLEIGH," CONDOTT ROAD.

## OFFICES IN KING'S BUILDING AND YORK BUILDING.

## GODOWNS IN PRAYA EAST.

## A HOUSE IN CLIFTON GARDENS, CONDOTT ROAD.

## FLATS IN MORETON TERRACE.

## Apply to—THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

## Hongkong, 1st October, 1907. 1160

## TO LET.

## SHOPS AND FLATS in Des Voeux Road, Central.

## No. 14, SALISBURY AVENUE, Kowloon.

## No. 3, EAST TERRACE, Kowloon.

## Apply to—HUMPHREYS ESTATE &amp; FINANCE CO., LD.

## Hongkong, 15th July, 1907. 1155

## TO LET.

## "GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

## BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

## No. 18, QUEEN'S ROAD CENTRAL, Top Floor (over Caldwell Macgregor).

## OFFICES in Queen's Road Central, BELLIUM TERRACE HOUSES, ROBINSON ROAD.

## "THE PYREX" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

## BISHOP'S LODGE SOUTH (PEAK) Partly Furnished. Immediate Possession.

## No. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.

## No. 6, DES VOEUX VILLAS (PEAK). No. 2, BEACONSFIELD ARCADE.

## No. 55, ELGIN STREET (Corner House).

## Apply to—LINDSEY &amp; DAVIS, 3rd Floor, Alexandra Buildings.

## Hongkong, 25th September, 1907. 1102

## TO LET.

## LARGE AND SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

## Apply to—HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

## Hongkong, 1st October, 1907. 809

## TO LET.

## IMMEDIATE POSSESSION.

## NO. 2, HOLLYWOOD ROAD.

## Apply to—ARRATON V. APCAR &amp; Co., 45, Wyndham Street.

## Hongkong, 2nd March, 1907. 491

## TO LET.

## NO. 2, MACDONNELL ROAD.

## Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha.

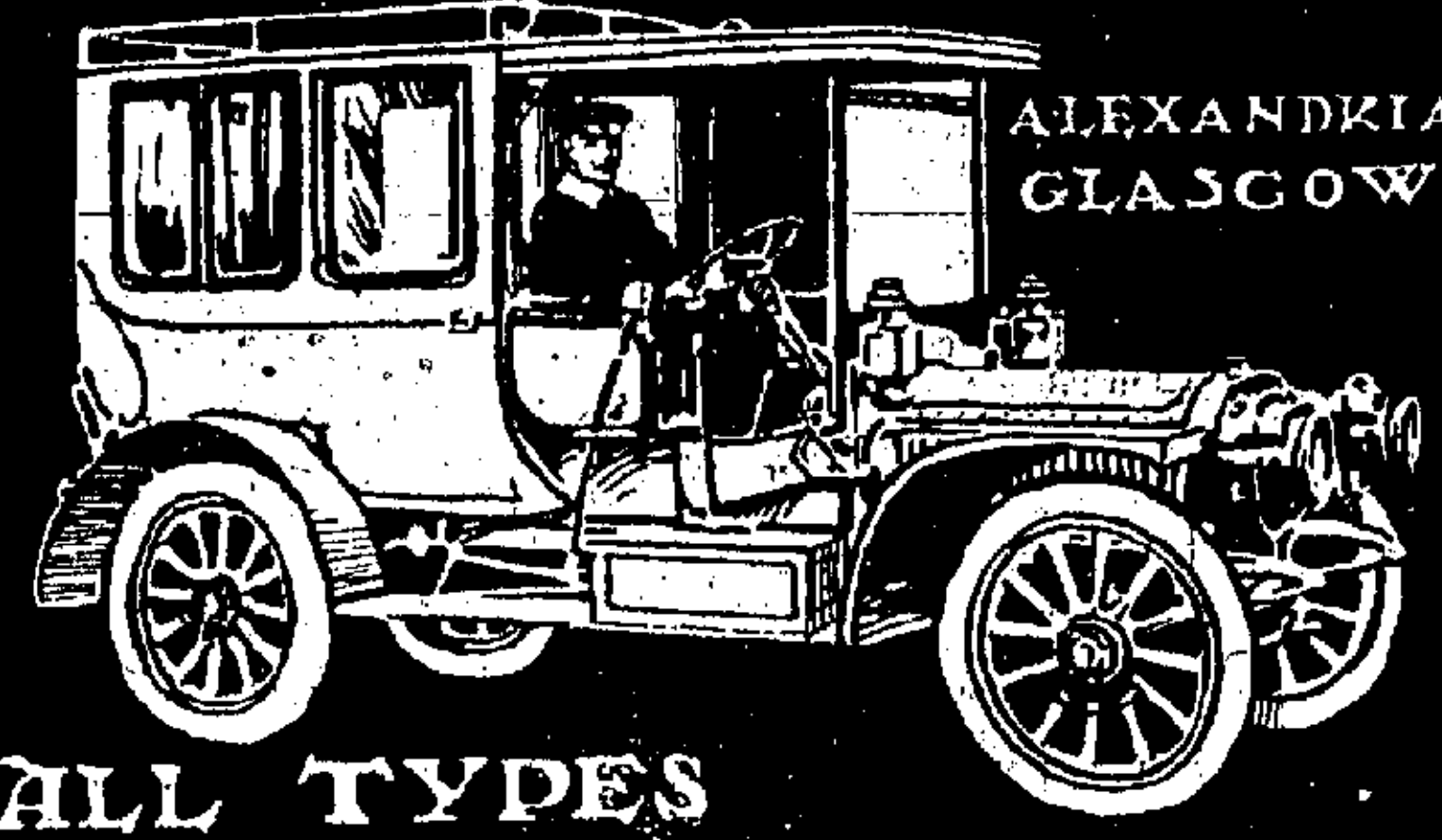
## Hongkong, 3rd June, 1906. 197

## TO LET.

## ONE FOUR ROOMED HOUSE at Praya East, near East Point.



# AKGYLL MOTORS, LTD.

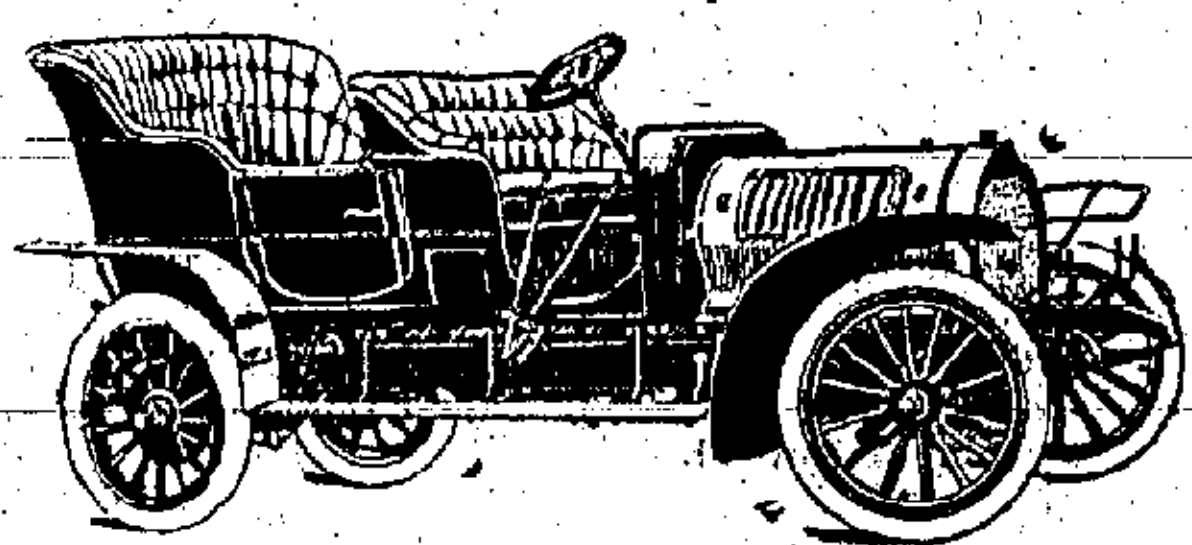


ALEXANDRIA GLASGOW

## ALL TYPES OF COVERED CARS FOR COLONIAL WORK

LONDON DEPOT: AKGYLLS, LONDON, LTD.  
AGENTS IN THE FAR EAST: 17, NEXMITH ST., OXFORD ST., W.

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON  
Talaivakette, Ceylon; G. HENDERSON & CO., Calcutta;  
SYME & CO., Singapore; ROWE & CO., Rangoon;  
LOUIS T. LEONOWENS LTD., Bangkok.



TO INTENDING MOTORISTS.

## MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

1385

## EXCURSIONS TO MACAO.

THE Fast and Splendid Steamer of the COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT will make the following Excursion Trips to and from Macao viz—

	Leave Hongkong	Leave Macao.
SATURDAY, 19th October.		
"CHARLES HARDOUIN"	3 P.M.	—
SUNDAY, 20th October.		
"CHARLES HARDOUIN"	—	10 A.M.
"PAUL BEAU"	8 A.M.	8.30 P.M.
MONDAY, 21st October.		
"PAUL BEAU"	8 A.M.	2 P.M.
TUESDAY, 22nd October.		
"CHARLES HARDOUIN"	8 A.M.	2 P.M.

Return tickets are available by the Company's steamers on any day during the excursions. Meals and refreshments supplied on board. The Steamers will be berthed at the Company's Wharves, both here and at Macao. Passages can be booked at the Office of the Undersigned or on board. For Further Particulars, please apply to—

BARRETTO & CO., Agents  
1492-1675

Hongkong, 17th October, 1907.

## JAPANESE BEER.



"YEBISU" "SAPPORO" "ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.

The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,  
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

## MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

No armistice has been declared between the two factions engaged in the war of motordom. The feud is as bitter as ever, and all the efforts of would-be peace-makers have proved unavailing. Of course I know that most of my readers in the odoriferous East are members of automobile clubs which are affiliated with the Motor Union in this country; but all the same I must warn them against evils which are being fed and fostered by the management, or rather mismanagement, of that august society. In addition before entering into an entirely unnecessary conflict with the deservedly popular Automobile Association by quitting its original and proper path of usefulness, it has launched into insurance and purely commercial schemes which while offering members but doubtful advantages are likely to injure very considerably certain sections of the trade.

For instance the latest development of the octopus-like Union is the holding of an auction sale of its members' second hand cars during October. There are to be no commissions connected with the transactions, no auctioneer's fee or garage fees, the whole deal being decided by the Union in a spirit of "Pure philanthropy." Now in this age of hustle and universal commercialism one is apt to turn an incredulous eye upon any self-sent scheme of "Pure philanthropy." What we want to know is, of course, just where and how the Motor Union, the garage man and the auctioneer come in? The Motor Union has accumulated no less than £10,000 in good red gold, yet it is neither a bank or a charitable institution. It is a puzzle to the motoring public as to what it is.

The Motor Union began by doing excellent legal work on behalf of the world of wheels. It departed from its programme in order to tilt against the Automobile Association's efficient road scouting system; it then entered into petty competition with the insurance company and finally it has boldly entered the realm of trade by arranging to sell petrol and second hand cars. The M. U. has tried to do too much, and proof of this is shown by the fact that its moving spirit, Mr. Secretary Jeffreys, has broken down in health under the strain of work and has been compelled to take a rest cure at Harrogate. The Motor Union road agents are annoying members by holding up their cars, and instead of warning them of dangerous localities ahead presenting the passengers with insurance leaflets. If the Motor Union perfected its plans for the protection of motorists when unjustly subjected to police persecution and prosecution, leaving the Automobile Association entirely free to carry on the good work of controlling the open roads, all would be well, and both associations would be worthy of the support of every motorist.

Many colonials are in a position to maintain a smart and modern motor car, but they may be precluded from immediate purchase, by the possible inconvenience of meeting the prime cost. Some firms in England are now selling cars on what is practically the "Times" system of easy payment. This innovation stands to the credit of Messrs. Huntley Walker and Co. who deal extensively in Darracq cars. The idea has caught on and is likely to become quite popular in this country. Mr. Huntley Walker informs me that he does not intend to exclude colonials from participating in the benefits bestowed by the scheme. Most of you have doubtless heard of the big second hand emporium, the Motor House, and it is worth noting that this firm too, is willing to sell cars on the deferred payment system. I am wondering whether all this means a genuine attempt to revolutionize the business methods of the motor trade or that the firms in question are overlooked, and are seeking outlet for their goods.

Glidden the globe girder has been entertained by Mr. S. F. Edge to a lunch at the Cafe Royal in order that the much-mendacious motorist might unburden himself of tales true and otherwise about his experiences in the frozen north and the sulphurous south. In proposing the health of the guest, Mr. S. F. Edge said that it was five years since Mr. Glidden purchased a 24-h.p. Napier, on which he had now driven a distance of 42,767 miles in thirty-five countries in 317 days of running, having crossed the Arctic circle in Sweden, and created the record which he still holds for the "farthest north" on a motor car as well as reaching the most southerly road in the world in New Zealand. It seemed to him that the secret of successful touring had been found by Mr. Glidden in his system of never pushing a car overmuch. For instance, if he intended to run over ten hours during any day he was content to cover 150 miles in that time. Without question, going steadily was the whole secret of touring great distances at a minimum of expenditure. Mr. Glidden in responding, said that he had found ample leisure during his travels to take over 2,000 photographs and to write over 200,000 words concerning his experiences. Since using his old British built car he had travelled through 11,007 cities, towns, and settlements. The rest of his tour, which he hoped to complete in 1911, would be chiefly among the countries around the Mediterranean and in the Southern American States.

Brooklands makes a final bid for popularity to-morrow and then the vast autodrome will be shut down for the winter. It was almost decided to shut it down altogether but the bold spirit that urged the promoters on their mammoth enterprise has persuaded them to make another appeal to the somewhat coy sporting public in the spring. One innovation to-morrow may give them a leg upon the ladder of success. Two races are to take place with

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Grème Charmante, Toilet Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A.S. is Watson & Co., Ltd., Sole Agents.

the handicapping by distance instead of by weight. This will insure an improvement from a spectacular point of view, and I expect to see exciting races and some rattling finishes. The syndicate will be very fortunate if the autodrome is not known as the Weybridge folly in a couple of years' time.

"John of the Car," the new serial in the "Automobile Owner," has for its second chapter a serio-comedy story of a great motor race in Ceylon in the day when anatomically powered De Dions, Wolseleys, Progresses and Benz cars were the only cars known in the East. Among the characters are little Grapp, the pioneer petroler of the island, and other characters that may be readily recognised as having been drawn from life.

When two ladies contemplated a motor tour through the Malay Peninsula, accompanied only by a native (who knew nothing of mechanics) people thought it rather a wild scheme. But as both the ladies felt capable of looking after the machinery and only required the man to clean and oil the car they determined to take the risk and accordingly started off on their travels early in April. The car was a quite new Adams-Hewett, constructed with specially large 34 in. wheels to ensure a good ground clearance. A most delightful run was performed, the course taken being from Singapore through Tanjinn—Tampah to Penang. Except for a petrol tank leakage the car ran excellently well, and the delays made were only occasioned by obstacles met with on the roads. The journey out and home means covering something like 70 miles and it speaks well for this make of car that two ladies could accomplish the feat and have a most enjoyable trip.

## MOTOR BREVITIES.

The American Consul General at Singapore reports that there is a promising field for motor manufacturers in Singapore, the Federated Malay States, Sumatra, Java and Borneo.

If you have a puncture spare neither time nor trouble in order to mend it. Remember that the complete ruin of a punctured tyre can be accomplished in a ten yard's run.

The number of cars at present in use in Japan is very small. The Far East field however, properly developed, should grow rapidly in the near future.

Motor lorries will be used more extensively in the East. At Singapore, 25 lorries are already in use, and I hear that further vehicles are likely to be put on the roads in the near future.

## SINGAPORE SPECULATIONS.

Nine people out of ten would probably reply that there cannot be a plethora of money; and these nine would be wrong, as long as our present system of commerce holds. Suppose as an extreme case that everybody's store of money was increased 240-fold. That is for each penny that they did have, they have now a sovereign. It is evident that the working collier would be in possession of over £25,000 a year and the poorest lawyer in the Straits would have \$300,000 a year. Your workman would have \$100 a month. What would be the effect? In the first place since everybody had plenty of money, it would be comparatively worthless. Where you had previously got your boots blacked for 2d. you would have to hand out a couple of sovereigns; it wouldn't be worth the shoe black's while to do it for less. The bread effect would be that everybody would have plenty of money, and nobody be any better off for it. Now suppose for a moment that instead of money depreciating equally for everybody, some people's money (or power of earning money) was depreciated more than others. Obviously there would be great hardships, and it would take time to straighten out matters, because the man with money would consider that what he had

was his right, and must still be right. Some people cannot be made to understand that though a shilling is always a shilling it won't always buy a pound of grapes that in the days of scarce money, a little would go a long way. But it is a fact. Some time ago it was pointed out that the production of gold had enormously increased of late years from something like 40 millions a year to 74 millions. It is much cheaper now, which is the same as saying that everything else is dearer. The dear old lady will say it is because the old days of special superlatives are now no more, and they actually teach the piano in Board Schools. The old-fashioned handcraftsman will say it is because machine labour has thrown so many workmen out of work. Socialism, says the Vicar, Romanism, says the Dissenter. Too much education, says the Squire. Whereas the simple fact is that money has got cheaper; and everything else correspondingly

dearer. Here is a list of things with the prices in 1901 and in 1907. They are taken from a price list of a great cash store, at figures which only permit of a small profit. They are not what End credit prices, but for the purposes of comparison they are sound.

	1901	1907
Arrowroot, Bermuda, per lb.	s. d.	s. d.
Essence of beef, Brand's small tin	2 3	3 3
Figs, first quality, per lb.	5	5 1/2
California apricots, per tin	7	7 1/2
Lentils, split, per lb.	2	2 1/2
Lentils, whole, per lb.	3	3 1/2
Luca salad oil, 1 bottle	6	6 1/2
Split peas, 7lb.	8 1/2	11 1/2
Candied peel mixed, per lb.	4 1/2	5 1/2
Lemon peel, per lb.	4 1/2	5 1/2
Orange peel, per lb.	4 1/2	5 1/2
Black pepper, per lb.	8 1/2	9 1/2
White pepper, per lb.	1 1/2	1 1/2
Muscovado raisins per lb.	1 0	1 1/4
Valencia raisins per lb.	5	6 1/2
C. S. S. A. sardines, per tin	6	7 1/2
Primrose soap, 3lb. bar	8	9 1/2
Mottled soap, 3lb. bar	7	7 1/2
Household soap, 3lb. bar	7	7 1/2
Flake tapers, per lb.	3	3 1/2
Pearl tapers, per lb.	3	3 1/2
Vinegar, best, 1 gallon	1 0	1 1/2
Crystallized mixed fruits, per lb.	11	11 1/2
Apples	1 3	2 2
Cherries	1 1	1 3

In 1901 you could buy a pound of common mixed peas for 1s. 3d., but to-day that pound costs you 1s. 7d. Andalusian wool has gone up 10d. a pound, and there is a remarkable increase in the price of Scotch and Irish linen sheeting and cotton. A pair of blankets, 3yds. by 2yds., which were sold six years ago for 15s. 11d. are now priced at 21s. 9d. Carpets also have increased in value. An ordinary Brussels square, 10ft. by 9ft., could be bought in 1901 for £2.8s. 1d., but a similar carpet now costs £3.2s. 2d. Wilton velvet pile has gone up 3d. a yard, while Axminster has increased a little more.—Free Press.

## THE UTILITY OF THE MOTOR BOAT.

The motor boat has now been in evidence for an extent sufficient to demand attention for seven years, and it is interesting to note, says "The Yachtsman," the varying phases through which it has passed during this period. For the first two years of its bid for recognition, it gave little indication of being available for anything better than pottering around rivers and creeks in an uncertain manner. In 1903 prominent engineers almost reluctantly confessed that the internal combustion engine, had come to stay, replacing particularly to car and general road traction. In 1904 came the putting of the motor boat on a firm basis, in the design of marine internal combustion engines. It was thought by the marine engineer that the light, high-speed petrol motor could have no definite place at all, and that section of manufacturers plumped solidly for the heavy slow-speed engine running on paraffin fuel, some even being so bold as to apply auction gas engines before that system had fully justified its adoption on land; but the experience gained by the stand those pioneers in good stead in the marine world, and a single instance by any motor car or light engine builders, but some of the former have followed the latter in their designs to a large extent, after their disappointing experiences with the heavy engine class.

The light engine builders have advanced, while the marine engineers have done little with class; indeed, in some cases they have abandoned internal combustion engines altogether. There are, and always will be two distinct types of marine motor—the light as now used for small and speedy motor boats and the heavy as required for more serious marine conditions. The former has advanced correspondingly with the gradual perfection of the motor-car engine, for the simple reason that it differs in no essential from that type.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 16th at 12.05 p.m.—The barometer has fallen rapidly to E. Japan, owing to a depression which appears to be moving Eastwards to the N. of Hokkaido.

Pressure has increased slightly over N. China, and decreased moderately over the S. Loochoos and the Bonins. It remains low over the China Sea to the Southward of the Paracels. The highest pressure is now over N. China.

Fresh to strong N.E. and E. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. and E. winds, fresh; squally, showery.
Formosa Channel	N.E. winds, fresh to strong.
South coast of China between Hongkong and Lamouks.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 2.

DO YOU KNOW

THAT MOTHER

SEIGEL'S SYRUP

CURES

CONSTIPATION

CLEANS YOUR BLOOD

&amp; KEEPS YOUR SYSTEM

STRONG &amp; HEALTHY

"I suffered intense agony after meals—pain across my chest, back and sides. Constipation was a constant and terrible affliction, with the most severe headaches. I tried various medicines, without benefit, but Mother Seigel's Syrup soon cured me." Mr. Thomas Wood, corner Commercial and Berg Streets, Troyville, Transvaal.

Do you know that constipation fills your blood with impurities? It does, and the result is that your whole system is upset. One of the most common effects of constipation is headache, and another, skin troubles; but there is no end to the mischief that may ensue. Small wonder that you grow pale, weak and anemic. But the remedy is at hand—Mother Seigel's Syrup. Take it and suffer no more.

## S. MOUTRIE &amp; CO., LTD.

ESTABLISHED 1875.

## BABY GRANDS

BY

RACHELS,

PLEYEL,

KEMMLER

AND

ROSENKRANZ.

PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE &amp; CO., LTD.

York Building, Chater Road,

Hongkong, 30th July, 1906. 138-2

## Abbey's Effervescent Salt

Do you get up with a "born-tired" feeling mornings? bad taste in your mouth? dull headache? wabbling stomach? Unpleasant but familiar, is it?

It is proof that you need Abbey's Salt, the stomach regulator, and need it badly.

A dose of Abbey's Salt before breakfast will quickly drive these ill feelings away and set you right within an hour.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.  
The Abbey Fruit Saltine Co., Ltd., 144, Queen Victoria Street, London, E.C. 335-2

## THORNE'S OLD VAT



## SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. 129

## Do you Suffer?

FROM HEADACHE LOSS OF SLEEP INDIGESTION TORPID LIVER BILIOUSNESS

## Beecham's Pills

will quickly remove the cause of these distressing complaints and restore healthy action to every organ. You will feel like a new person after taking a few doses of BEECHAM'S PILLS. They rid the system of impurities, improve the digestion, banish headache and

Give Positive Relief

In all cases of CONSTIPATION, BILIOUSNESS, INDIGESTION and DISORDERED LIVER. The excellent results obtained by the use of BEECHAM'S PILLS have proved them worthy of the confidence they enjoy. They have helped thousands and recommended themselves.

Sold at all Drug Stores and by all Medicine Vendors in China; in boxes, price 5d., 1/6, and 2/6.

889-1



## SHIPPING.

## ARRIVALS.

AMIGO, German str., 822, Daiton, 17th Oct.—  
Pakhot and Holchow 15th Oct. General—  
Jensen & Co.  
ARCADIA, British str., 3514, A. L. Valentini,  
17th Oct.—Bombay via Singapore 12th  
Oct. Mails and General—P. & O. S. N. Co.  
CHIYUN, Chinese str., 1177, C. Stewart, 16th  
October—Shanghai 13th October, General—  
Chinese.  
CHOYKANG, British str., 17th October—Canton.  
FUKURA MARU, Japanese str., 1946, Sakamoto,  
17th October—Molli 12th October, Coal—  
Mitsui Bishi Goshi-Kaisha.  
HILLEN, German str., 771, J. Jensen, 17th  
October—Swatow 16th October, General—  
Jensen & Co.  
HIND, Norwegian str., 720, J. Solvren, 17th  
October—Wakamatsu 11th October, Coal—  
Aagaard, Thoresen & Co.  
HITACHI MARU, Japanese str., 4163, Wm.  
Townsend, 17th October—London and  
Singapore 11th October, General—Nippon  
Kusen Kaisha.  
OCEANA, British str., 3507, W. Hayward,  
17th Oct.—Shanghai 15th Oct.  
General—P. & O. S. N. Co.  
PALEMBANG, Dutch str., 1019, E. Watson,  
16th Oct.—Polo Sambo 8th Oct. Petroleum  
in bulk—Order.  
PRINZ WALDEMAR, German str., 1737, W. von  
Senden, 17th Oct.—Australia and Sydney  
24th Sept., General—Melchers & Co.

## CLEARANCES.

At the Harbour Master's Office.  
17th October.  
Haimun, British str., for Swatow.  
Hongkong, French str., for Haiphong.  
Loto, Austrian str., for Bombay.  
Machida, German str., for Haiphong.  
Palembang, Dutch str., for Canton.  
Soku Maru, Japanese str., for Swatow.  
Triumph, German str., for Haiphong.

## DEPARTURES.

17th October.  
ALGIDES, British str., for N. York.  
CHIYUN, Chinese str., for Canton.  
KURICHEN, British str., for Swatow.  
NASSHAN, British str., for Swatow.  
PHEUMPHEN, British str., for Saigon.  
TJODAS, British str., for Amoy.  
VORWAERTS, German str., for K. C. Wau.

## SHIPPING REPORTS.

The German str. Helms reports: Fine  
weather and Northern wind.  
The Chinese str. Chiya reports: Strong  
N. E. monsoon from Port to Port.

## VESSELS IN DOCK.

October 17th.  
ABERDEEN DOCKS.—  
LOWLOON DOCKS.—Deli, Manan, H.M.S.  
Hart, Baiman, Rajaburi.  
COSMOPOLITAN DOCKS.—Lyndhurst.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN".

Captain A. J. Robson, will be despatched for  
the above Ports TO-DAY, the 18th inst., at  
9 A.M.

For Freight or Passage, apply to  
DOUGLAS, LAPELLE & Co.,  
General Managers.

Hongkong, 15th October, 1907. 1691

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Hongkong, 15th October, 1907. 1691

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	OCEANA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES & CO. PORTS OF CALL	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES & CO. PORTS OF CALL	YARRA	Brit. str.	—	Solier	MELCHERS & CO.	On 29th inst., at 1 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	INDIAN	Dan. str.	—	—	MELCHERS & CO.	On 26th inst.
HAYRE & HAMBURG VIA STRAITS & C.	BELOARVIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	To-morrow.
HAYRE & HAMBURG VIA STRAITS & C.	BOHNSTAUFE	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG VIA STRAITS & C.	SILEBIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINIE	On 11th December.
HAYRE & HAMBURG VIA STRAITS & C.	KLIEB	Ger. str.	k.w.	Rud Meyer	MELCHERS & CO.	On 23rd inst., at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	SUEBIA	Ger. str.	k.w.	Salmer	HAMBURG-AMERIKA LINIE	On 24th inst.
HAYRE & HAMBURG VIA STRAITS & C.	PERBIA	Ger. str.	k.w.	P. Craglietto	MELCHERS & CO.	About 26th inst., p.m.
HAYRE & HAMBURG VIA STRAITS & C.	NIJINI NOVGOROD	Rus. str.	—	—	MELCHERS & CO.	To-day, p.m.
HAYRE & HAMBURG VIA STRAITS & C.	HEADLEY	Am. str.	—	—	ARNHOLD, KARBBERG & Co.	About 28th inst.
HAYRE & HAMBURG VIA STRAITS & C.	OCEAN MONARCH	Am. str.	—	—	SHEWAN TOMES & Co.	On 2nd November.
HAYRE & HAMBURG VIA STRAITS & C.	EMPEROR OF INDIA	Am. str.	2m.	—	CANADIAN PACIFIC R. Co.	On 24th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	MONTEAGUE	Brit. str.	1m.	—	CANADIAN PACIFIC R. Co.	On 6th Nov., at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	KUMERIC	Am. str.	—	D. Baird	DODWELL & Co., Ltd.	On 25th inst.
HAYRE & HAMBURG VIA STRAITS & C.	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
HAYRE & HAMBURG VIA STRAITS & C.	TAIYAN	Brit. str.	1m.	L. Dawson	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	EMPIRE	Brit. str.	—	Holms	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	On 7th Nov., at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	GULF OF VENICE	Brit. str.	—	—	MELCHERS & CO.	About 30th inst.
HAYRE & HAMBURG VIA STRAITS & C.	TSINAN	Brit. str.	1m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 25th Nov., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	About 18th inst.
HAYRE & HAMBURG VIA STRAITS & C.	KOWLOON	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERIKA LINIE	On 28th inst.
HAYRE & HAMBURG VIA STRAITS & C.	TJODAS	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINIE	Quick despatch.
HAYRE & HAMBURG VIA STRAITS & C.	CHIPSING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co. Ltd.	On 22nd inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	HUICHOW	Brit. str.	1m.	E. Forsyth	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	KWEIYANG	Brit. str.	1m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-day, at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	CHOYKANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co. Ltd.	To-day, at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	FOCHOW	Brit. str.	1m.	J. Davies	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	SOERU MARU	Jap. str.	k.w.	T. Suruga	OSAKA SHOSEN KAISHA	On 20th inst., at 9 A.M.
HAYRE & HAMBURG VIA STRAITS & C.	SITHORIA	Ger. str.	—	C. Bremer	HAMBURG-AMERIKA LINIE	On 26th inst.
HAYRE & HAMBURG VIA STRAITS & C.	PRINZ LUDWIG	Ger. str.	—	C. Bremer	MELCHERS & CO.	About 27th inst.
HAYRE & HAMBURG VIA STRAITS & C.	PALEMO	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	End of October.
HAYRE & HAMBURG VIA STRAITS & C.	CANTON	Swed. str.	—	—	MELCHERS & CO.	On 2nd November.
HAYRE & HAMBURG VIA STRAITS & C.	SILEBIA	Ger. str.	k.w.	Bahl	HAMBURG-AMERIKA LINIE	About 10th November.
HAYRE & HAMBURG VIA STRAITS & C.	STRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	Middle of November.
HAYRE & HAMBURG VIA STRAITS & C.	SIAM	Dan. str.	—	—	MELCHERS & CO.	To-morrow, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	KIUKIANG	Brit. str.	1m.	H. A. Wavell	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
HAYRE & HAMBURG VIA STRAITS & C.	HAIMUN	Brit. str.	2h.	A. J. Robson	DOUGLAS LAPELLE & Co.	On 26th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	SHAORING	Brit. str.	1m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 1st Nov., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	YOHOW	Brit. str.	1m.	F. S. Northcombe	BUTTERFIELD & SWIRE	On 20th inst., at 9 A.M.
HAYRE & HAMBURG VIA STRAITS & C.	JOHN MARU	Jap. str.	—	H. Smith	OSAKA SHOSEN KAISHA	On 20th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	CHILIN	Brit. str.	1m.	Imbison	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	YUENSHAN	Brit. str.	—	T. Mayrick	JARDINE, MATHESON & Co. Ltd.	To-morrow.
HAYRE & HAMBURG VIA STRAITS & C.	ZAFIRO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 22nd inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	TAMING	Brit. str.	1m.	A. W. Outbridge	SHEWAN, TOMES & Co. Ltd.	On 25th inst., at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co. Ltd.	On 26th inst.
HAYRE & HAMBURG VIA STRAITS & C.	RUBI	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
HAYRE & HAMBURG VIA STRAITS & C.	KATONG	Brit. str.	1m.	E. Finlayson	MELCHERS & CO.	Beginning of November.
HAYRE & HAMBURG VIA STRAITS & C.	BOENKO	Ger. str.	—	F. Sembill	SANDER, WIELER & Co.	To-day.
HAYRE & HAMBURG VIA STRAITS & C.	ISTOK	Aus. str.	—	M. Tiesac	JARDINE, MATHESON & Co. Ltd.	To-morrow at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co. Ltd.	On 24th inst., at Noon.
HAYRE & HAMBURG VIA STRAITS & C.	KUMBANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & Co. Ltd.	Quick despatch.
HAYRE & HAMBURG VIA STRAITS & C.	TJIMAH	Dut. str.	—	de Brouwers	JAVA-CHINA-JAPAN LINIE	

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and midships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 19th October.
RUBI	2540	R. W. Almond	Manila	On 26th October.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 12th October, 1907. 15

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "OCEAN MONARCH" ... On 2nd November.

For freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 14th September, 1907. 16

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI ... "CHOYKANG" ... Friday, 19th Oct. NOON.

MANILA ... "YUENSHAN" ... Friday, 19th Oct. 4 P.M.

SINGAPORE, PENANG & CALCUTTA ... "KUTANG" ... Saturday, 19th Oct. NOON.

TIENTSIN ... "CHIPSING" ... Tuesday, 22nd Oct. 4 P.M.

SINGAPORE, PENANG & CALCUTTA ... "KUMBANG" ... Thursday, 24th Oct. NOON.

MANILA ... "LOONGSANG" ... Friday, 25th Oct. 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.

Penang " 85. " 150.

Calcutta " 165. " 250.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chofu, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.

Hongkong, 18th October, 1907. 18

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION

MARSEILLES, HAYRE and

COPENHAGEN

SHANGHAI, YOKOHAMA and

KOBE

SHANGHAI, YOKOHAMA and KOBE

For Further Particulars, apply to

Hongkong, 18th October, 1907.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.



Lieut.-Comdr. S. R. Lennyson, Yangtze  
 Taku, torpedo boat destroyer, Beas, Straits  
 Hongkong  
 Tamsr, receiving ship, 4300 tons 6 guns  
 Commodore Stokes, Hongkong  
 Teal, river gunboat, 180 tons, 2 guns, Lieut.  
 Comdr. H. B. Godfrey, Yangtze  
 Thistle, gunboat, 710 tons, 900 h.p., Lieut.  
 Comdr. West, Shanghai  
 Virago, torpedo-boat destroyer, 395 tons, 6 guns  
 6300 h.p., Lieut.-Comdr. Stevenson  
 Hongkong  
 Waterwitch, surveying ship, 620 tons 450  
 Comdr. E. W. Gleane, Hongkong



